

The Fork & Blade

THE PUBLICATION OF THE LINCOLN OWNERS' CLUB INC.

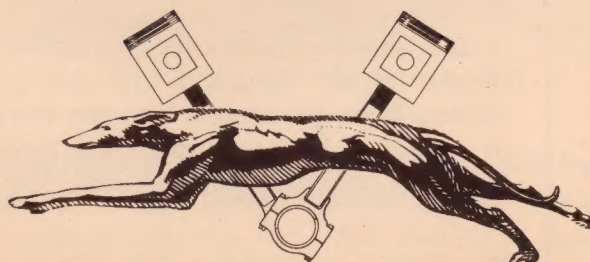


VOLUME 22 NO. 4

JULY - AUGUST 1983



Ken Pearson's 1927 Lincoln Limousine



The Fork & Blade

(USPS 055-430)

Lincoln Owners' Club Inc.

P.O. BOX 189

Algonquin, Il. 60102

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THE LINCOLN OWNERS' CLUB, INC. is a non-profit membership corporation chartered in the state of Connecticut. The purpose of the club is to further the restoration and preservation of Lincoln Motorcars produced through 1940 with the exception of the Zephyr and Continental. By providing a channel of communication, the club strives to bring together in good fellowship all who own or admire these fine examples of automotive craftsmanship.

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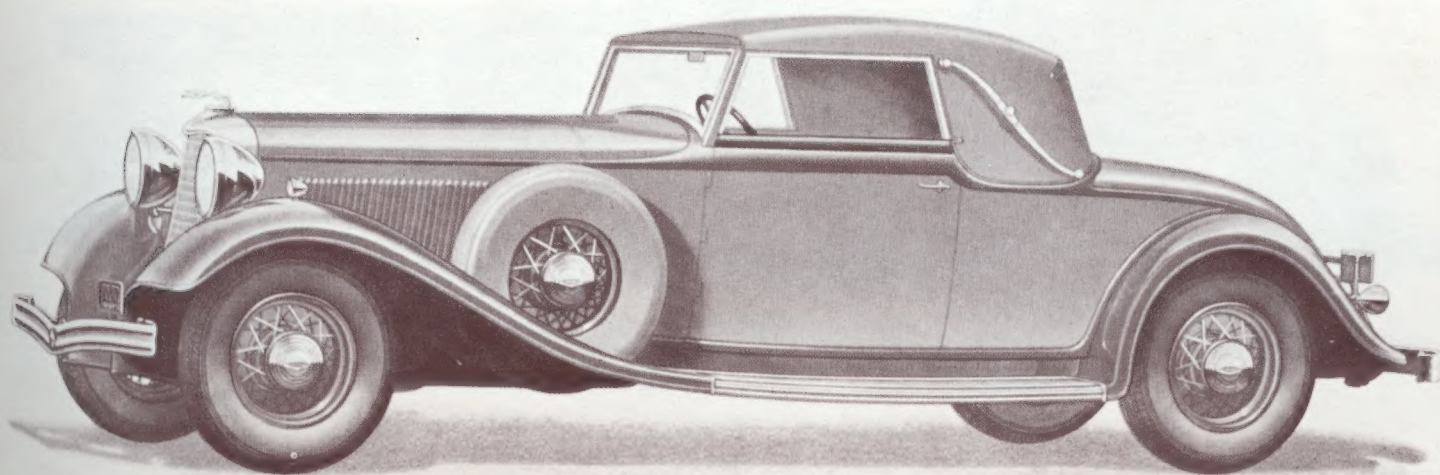
1933

THE LINCOLN TWELVE

145

W H E E L B A S E

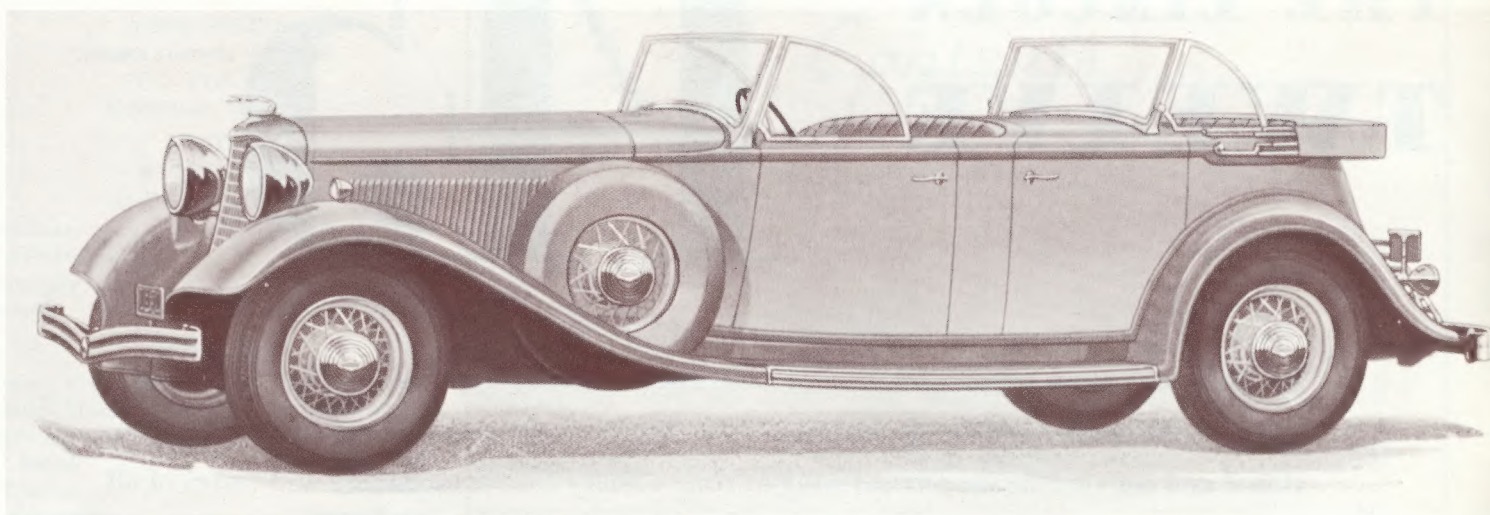
The following pages present for your consideration the body types of the Lincoln V12-145. Here are illustrated and briefly described both custom-built and standard styles . . . open, closed and convertible models covering in their variety the requirements and tastes of all who are interested in the superlative motor car. As the pages of this booklet are turned, one is impressed primarily with this motor car's perfect proportioning. With graceful, flowing lines, with a richness of appointment and equipment, it is a unity of beauty. And it is as a perfected mechanical unity that its performance reveals it. The Lincoln is designed and built with unhurried care to express without qualification the ideals of its makers. Every element of engineering, every fine material selected, every step of workmanship, every test and check of operations . . . in fact, all activities which contribute toward delivering a Lincoln to you have but a single aim . . . to supply you with a motor car as nearly perfect as skill and virtually unlimited resources can make it. Such is the background which has established the Lincoln as the motor car of balanced excellence. Such is the foundation upon which is now being built an even higher Lincoln prestige.



A dashing roadster which can be quickly converted into a snug collapsible coupe. The top folds low and fits compactly into a recess back of the front seat. Door glasses fit tightly to exclude inclement weather. The seat is comfortably wide, with its back designed in the form of individual bucket type seats. Rear deck lid in two sections, with rear part giving adequate back support, and forward part adequately covering the knees of rumble seat riders. Golf club compartment reached by curbside door. Two spares carried in fender wells. Folding trunk rack in rear.

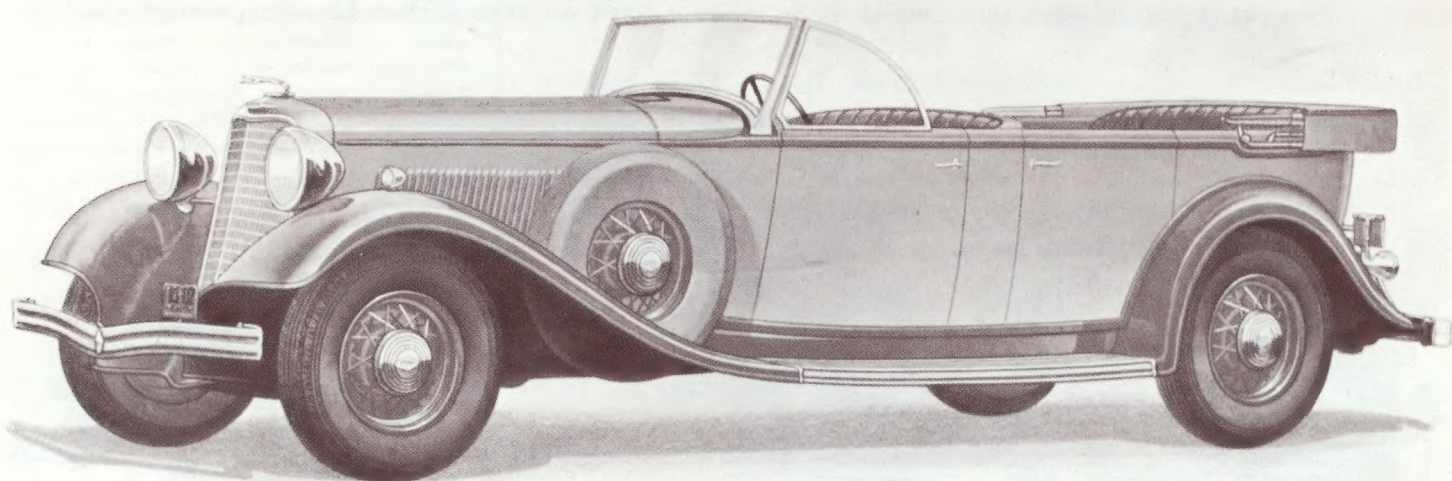
**THE
CONVERTIBLE
ROADSTER**

By Le Baron



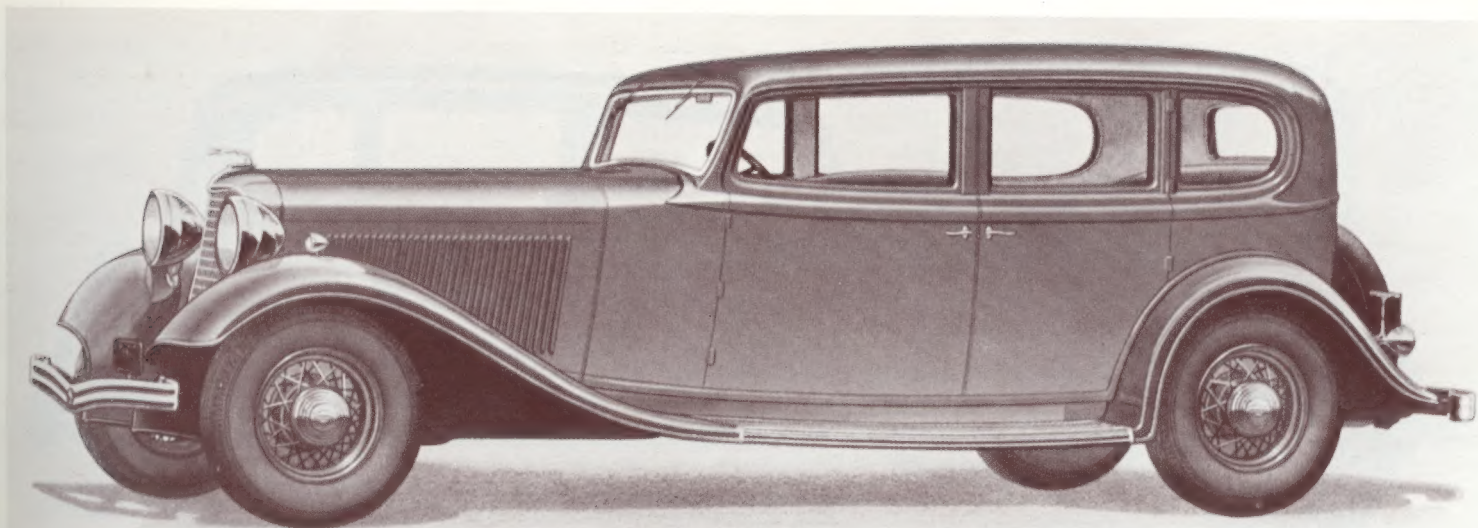
Low and rakish in appearance, this open car reflects the atmosphere of the country club. Available with or without tonneau cowl and folding windshield. Front windshield is stationary. Wind deflectors, operated with revolving regulators, disappear in front door when not in use. Both compartments are especially roomy. Upholstery of genuine hand-buffed leather. Wide rear seat has center folding and side arm rests. Tonneau light and switch and cigar lighter are contained in a mahogany panel with glove cabinets at each side. Two spare wheels in front fender wells.

**THE
LINCOLN
PHAETON
Four-Passenger**



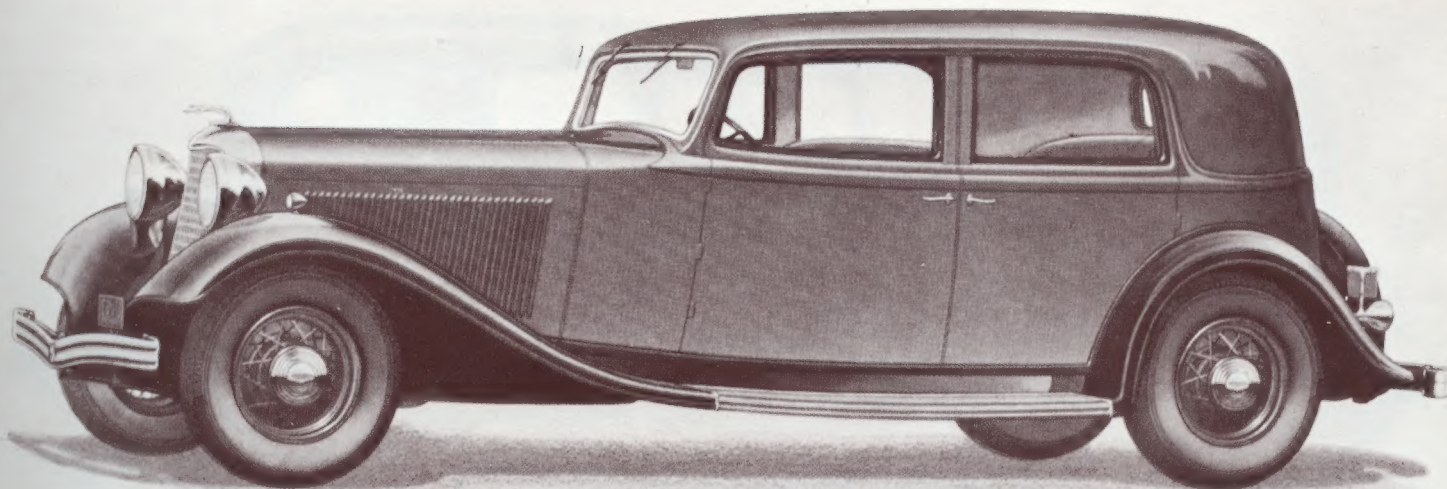
**THE
LINCOLN
TOURING
Seven-Passenger**

Favorite car for long distance touring. Accommodates seven in comfort. Windshield is stationary. Wind deflectors lower into front doors when not in use. Wide doors allow easy access. Front seat is adjustable. Plenty of room in rear seat for three without crowding. Two comfortable auxiliary seats can be folded into front wall of tonneau. Upholstery genuine hand-buffed leather. Trim top, with mahogany finish bows, may be folded with ease and enclosed compactly in a boot. Two spare wheels carried in front fender wells. Folding trunk rack at rear.



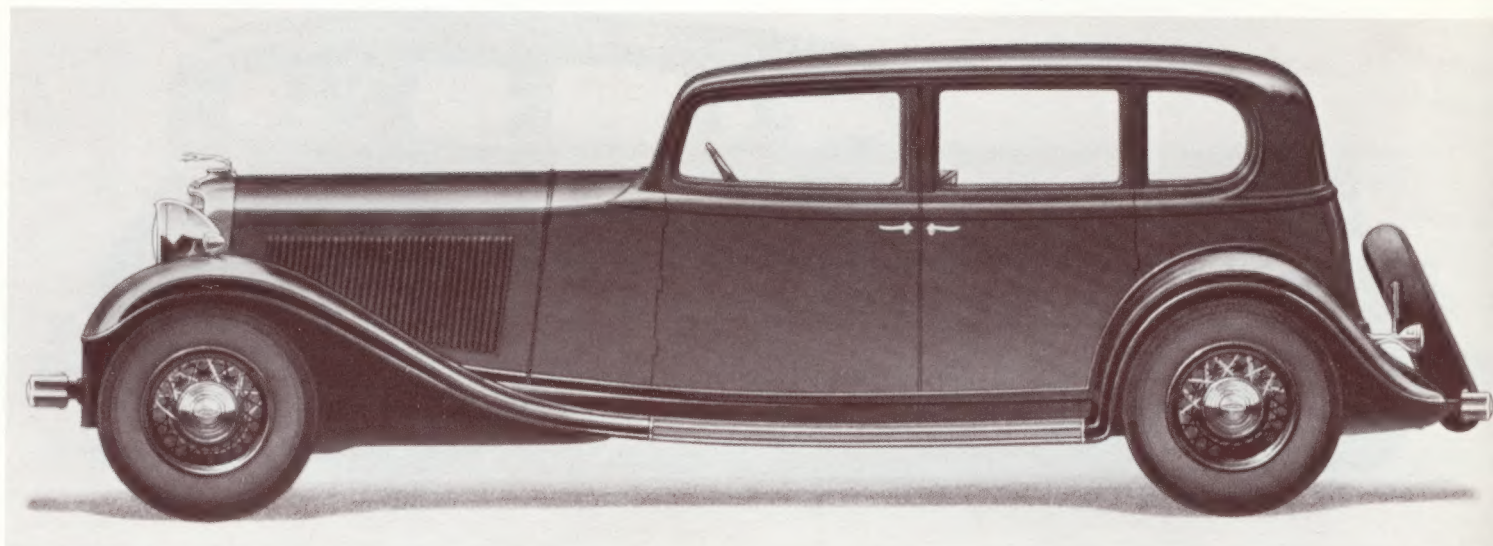
Most popular Lincoln for average-family use. Carries five in luxurious comfort. Front seat adjustable. Seat backs shaped to permit complete relaxation. Wide deeply cushioned rear seat is fitted with chair-type side arm rests and folding center arm rest. Two auxiliary opera seats for extra passengers fold flush into the wall of the front seat back. Every convenience is provided for the comfort of the passengers, including smoking and vanity sets, assist loops, foot rest, flexible robe cord, roomy pockets. Inside visors covered with the upholstery material.

**THE
LINCOLN
SEDAN
Five-Passenger**



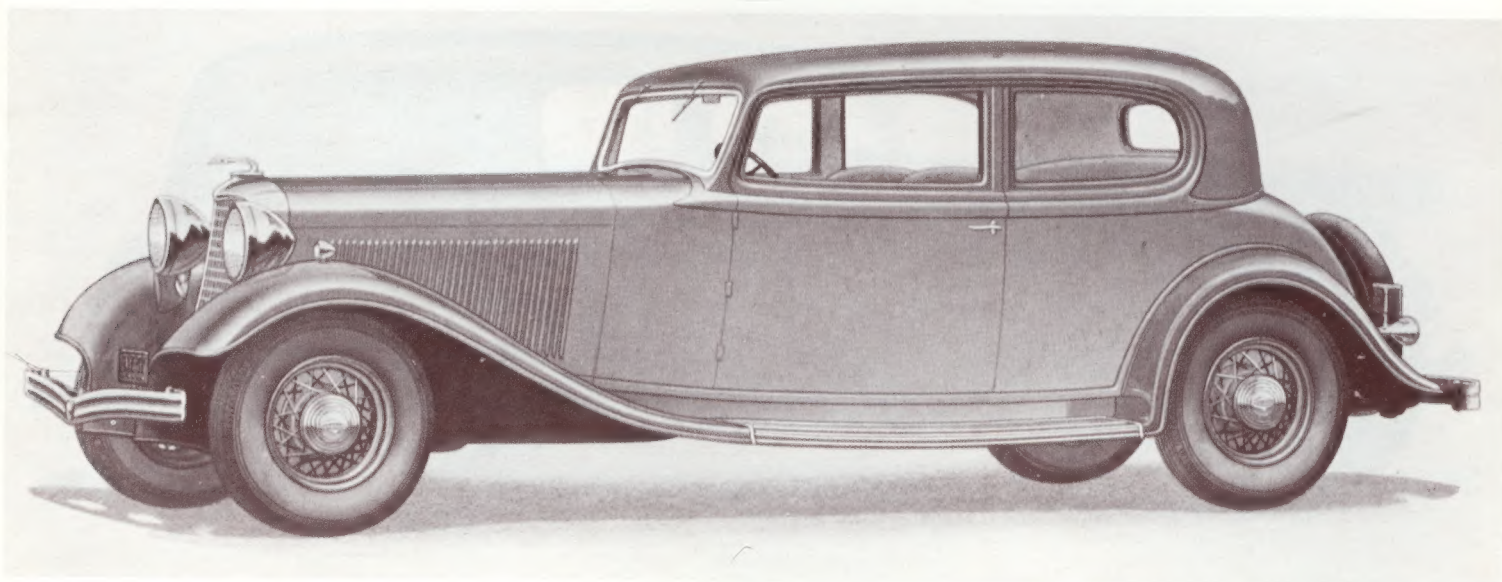
**THE
LINCOLN
TOWN
SEDAN
Two-Window**

A distinguished individualized motor car. Especially preferred in metropolitan centers because of the snug privacy afforded rear-seat occupants. This smart-appearing town sedan is offered also in the three-window type. Front seat is adjustable. Plenty of shoulder room in seat backs. Wide, deeply-cushioned rear seat is unusually restful with chair-type side arm rests and center folding arm rest. Interior appointments are of distinctive design. Complete equipment, in excellent taste, includes smoking and vanity sets, assist loops, robe rail with hand grips, two hassocks.



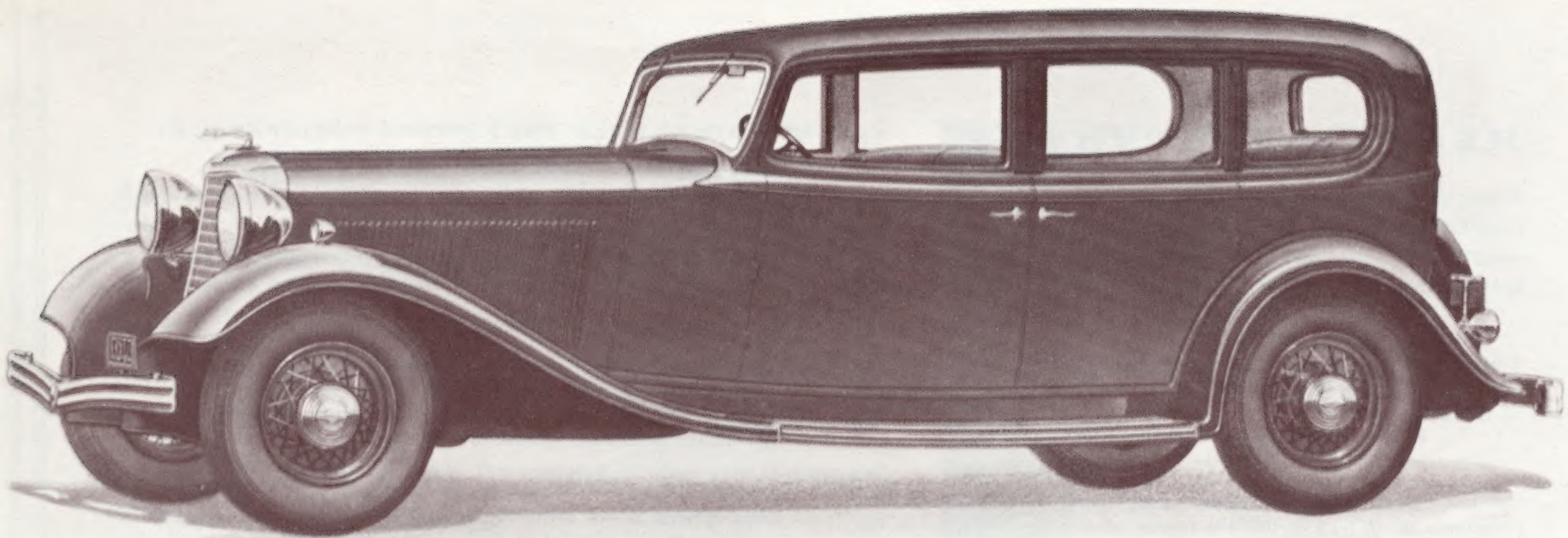
**THE
LINCOLN
TOWN
SEDAN**
Three-Window

A luxurious individualized motor car, a usual choice of the ultra-discriminating. Available also in two-window type. Its distinguished air, commodious interior and comfortable seating arrangement fit it for either formal or informal uses. Richly upholstered and appointed. Soft arm rests at each side of the rear seat and center folding arm rest. Included in the smartly designed equipment are smoking set and vanity, assist loops, robe rail, two hassocks. Deep pockets are recessed in rear doors. Inside visors covered with the same material used for upholstery.



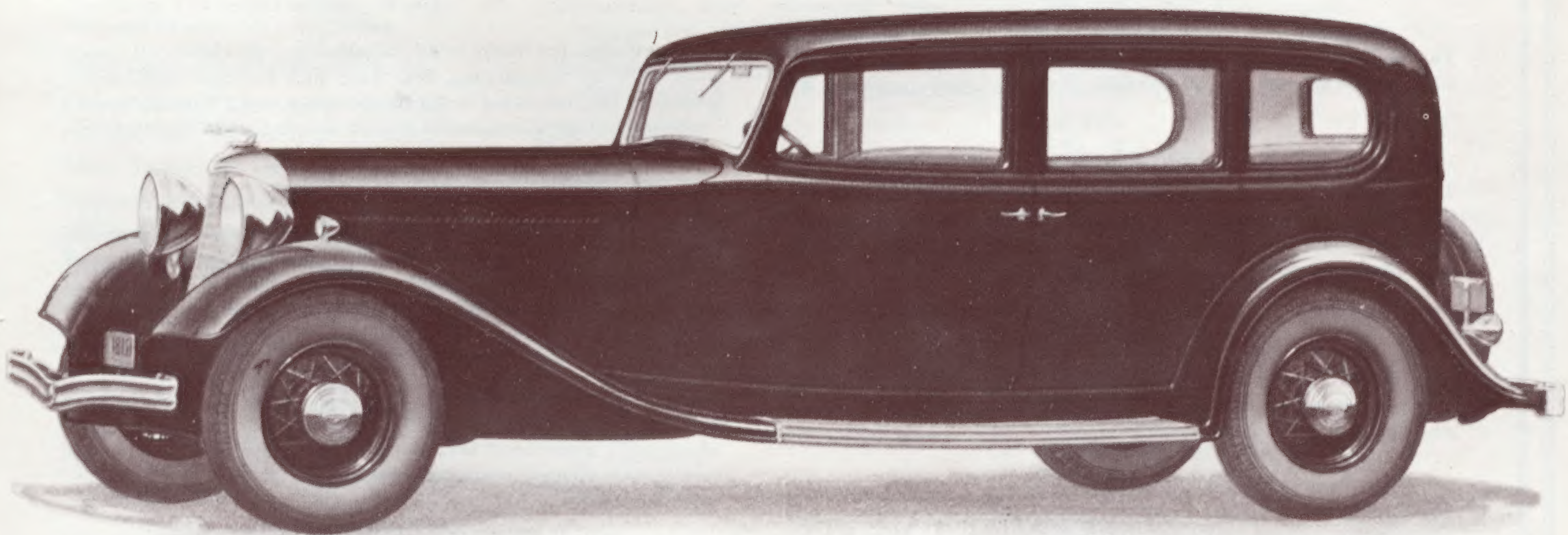
**THE
LINCOLN
COUPE**
Five-Passenger

Close-coupled—but spacious—coupe for five, often the favorite of owner-drivers. It is especially popular with mothers of small children. Individual front seats are adjustable. Unusually wide doors, which allow passengers to enter and leave the rear compartment without disturbing front seat occupants. Full rear seat with chair-type arm rest on either side and folding arm rest in middle. Fittings include smoking set, vanity, assist loops. The rear deck compartment is roomy, providing ample space for carrying of luggage, golf clubs or other articles.



**THE
LINCOLN
SEDAN
Seven-Passenger**

Luxurious comfort for seven. A very frequent choice for all-around service for the large sized family. Seats are wide, deeply cushioned, inviting restful riding. Arm rests are of the chair-type. Generous auxiliary seats face forward and accommodate extra passengers. Interior fittings are rich, in perfect taste. Smoking set, vanity case, robe rail with hand grips, assist loops and foot rest are included in the complete equipment. Roomy pockets are recessed in the rear doors. Two adjustable inside visors are covered with material matching the upholstery.



**THE
LINCOLN
LIMOUSINE
Seven-Passenger**

The distinguished chauffeur-driven motor car. Preferred for formal use. Passenger compartment is luxuriously furnished in perfect taste. Every detail is designed to make this body type unusually commodious and comfortable. Rear seat equipped with arm rests. Forward-facing auxiliary seats may be folded into recess in division wall and partly concealed. Drop type division glass. Distinctive appointments including smoking set and vanity, concealed telephone, assist loops, foot rest. Chauffeur's compartment unusually comfortable. Reading light above driver's seat.

MECHANICAL NOTES

When you take the wheel of your Lincoln you have the satisfaction of knowing that it is ready for immediate use. All bodies have safety glass throughout, as well as adjustable front seats and two inside visors. Also included as standard equipment are five or six steel-spoke wheels and tires, according to body type; automatic shock absorbers, twin stop and backing lights; bumpers, rear-view mirror; two windshield wipers; electric clock; 110-mile speedometer; and electric cigar lighter on dash. Many additional appointments are included with certain body types. Extra equipment illustrated may be procured at moderate additional cost.

Your Lincoln is ready to meet any demand you place upon it the day it is delivered. The Lincoln is a precision-built motor car which needs no breaking in.

• • •

Comfort, superb riding qualities and safety at all speeds under all road conditions are in part due to the torque tube drive as applied to the building of the Lincoln.

• • •

The Lincoln radiator is equipped with shutters which open and close automatically. When the water reaches a temperature of 165 degrees, the shutters automatically open. When the temperature of the water falls to 145 degrees the shutters automatically close. This insures an even motor temperature at all times and results in better motor performance.

• • •

The shock absorbers used on Lincoln cars automatically adjust themselves according to road conditions and to meet day-to-day changes in temperature, thus providing maximum riding comfort under all conditions.

• • •

The dual down-draft carburetor is equipped with a special silencer combined with an air cleaner. The design of this carburetor permits the introduction of the maximum volume of correct fuel mixture into the firing chamber.

• • •

The unusually strong Lincoln chassis has been redesigned for greater strength by the use of an X-type frame member which contributes to its rigidity.

• • •

The Lincoln steering mechanism is composed of drop forged parts, larger than necessary in order to insure maximum safety at this important point. A shock dampener at the forward end of the left front spring contributes to steering stability at both low and high speeds.

• • •

The Lincoln tread of 60 inches permits the use of wider bodies and a lower seating arrangement which adds greatly to the sense of riding security.

• • •

The precision for which Lincoln is famous is controlled by Johansson gages. These remarkable measuring devices are recognized and accepted as standards of accuracy by the United States Bureau of Standards and other international standards authorities. Johansson gages are so accurately made that any variation between two of the same size lies in the range of millionths of an inch.

The Lincoln transmission is equipped with synchronizing mechanism to make gear shifting easy, quiet and precise. The helical type gears in the transmission make it unusually quiet in second speed. The double disc type clutch is soft and smooth in its action.

• • •

Long springs, a low center of gravity and balanced distribution of weight make the Lincoln riding qualities exceptional at all speeds over any roads.

• • •

Braking surfaces on the Lincoln are unusually large, assuring effective braking action and long life. A vacuum booster is of particular interest to women drivers as only a gentle pressure is needed.

• • •

The 12-cylinder Lincoln engine in the 145" wheelbase chassis develops 150 horse power with remarkable smoothness. This is partly due to a small cylinder bore and an overlapping of power impulses.

• • •

The Lincoln engine is cushioned at four points in rubber to further insure smoothness of operation. The camshaft drive chain, which also drives the generator and pump, is automatically adjustable contributing to quiet engine operation.

• • •

Every Lincoln car is road tested. During this test, all parts of the chassis are adjusted for best performance. Careful inspection is also made of the body and the functioning of its accessories.

• • •

After assembly, but before being assembled into the chassis, all Lincoln units such as transmission, rear axle, ball bearings, speedometer, generator, etc., are tested in the Lincoln quiet room. With the use of a "stethoscope" unwanted sounds may be detected while these parts are running under power.

• • •

Lincoln bodies, designed for the most critical and discriminating clientele, are the creations of Lincoln engineers in cooperation with leading coach builders. The custom work of these internationally known craftsmen is always available to Lincoln purchasers.

• • •

A lever on the steering column within easy reach of the driver permits full-range adjustment of the brake booster mechanism. This allows quick variation of braking effectiveness in the event of sudden rain or other slippery pavement conditions.

• • •

The 110-mile dial-type speedometer is mounted on the dash in front of the steering wheel and directly within vision at all times. The dial is arranged for the first time like a clock, the "0" point being at "12 o'clock."

PERSONALIZED MOTOR CARS WITH CUSTOM BODIES BUILT BY WORLD-FAMOUS COACHMAKERS

In keeping with its policy of providing the finest motor cars that can be built, Lincoln offers a wide range of body types on the 145-inch chassis. The particular requirements of every owner have been considered and provided for in the twenty standard and custom-built types ranging in design from the smartest of open cars to the most formal broughams and cabriolets.

The eight standard body types are illustrated in this booklet. In addition on this same 145-inch, 150 horsepower chassis, are offered twelve custom-built types. The names of these distinguished designers are known throughout the motoring world. Each one of these superlative motor cars represents the advanced designing of craftsmen who are masters of their art, materials the finest obtainable, the most skilled workmanship, and equipment and appointments that make a complete contribution to the luxury of modern motoring.

SPECIFICATIONS

Engine

12-cylinder V-type with 65 degree V angle.
Bore and Stroke— $3\frac{1}{4}$ x $4\frac{1}{2}$ inches.

Piston Displacement—448 cubic inches.

S. A. E. Rated Horse-power—50.7 (h.p. for License Rating).

Brake Horse-power—150.

Suspension—Four-point mounted on rubber.

Crankshaft—Weight 93 lbs.

No. of Main Bearings—7.

Pistons—Aluminum. Weight $14\frac{1}{2}$ ozs.
Sets held within limit of $\frac{1}{4}$ oz.

No. of Piston Rings—4. Two compression, two oil-control.

Camshaft Drive—Silent chain with automatic adjustment for wear.

Camshaft—Roller-lifter type.

No. of Camshaft Bearings—8.

Valves—Diameter of opening, $1\frac{7}{8}$ inches (both inlet and exhaust).

Exhaust Pipe—Carried forward of and below engine.

Carburetion System

Carburetor — Dual, down-draft type, equipped with air-cleaner and silencer.

Fuel Pump—Diaphragm type driven from engine camshaft.

Clutch

Double-disc type requiring light pedal pressure. Fully enclosed.

Ignition System

Battery distributor type with unit mounted at rear of engine in vertical position.

Steering System

Steering Gear—Worm and roller type, fully reversible.

Turning Radius—27 feet.

Transmission

Number of Forward Speeds—3.

Second Speed Gear—Helical silent type.

Silent Synchronizing unit between second and high speed gears which facilitates shifting.

CUSTOM-BUILT MODELS

THE CONVERTIBLE ROADSTER
Le Baron

THE CONVERTIBLE SEDAN
Dietrich

THE TWO-PASSENGER COUPE
Dietrich

THE TWO-PASSENGER COUPE
Judkins

THE TWO-WINDOW BERLINE
Judkins

THE THREE-WINDOW BERLINE
Judkins

THE SEDAN-LIMOUSINE
Judkins

THE CONVERTIBLE VICTORIA
Brunn

THE CARRIOLET
Brunn

THE BROUGHAM
Brunn

THE 7-PASSENGER LIMOUSINE
Willoughby

THE PANEL BROUGHAM
Willoughby

Free-wheeling Unit

Mounted at rear of transmission.
Free-wheeling in all forward speeds.

Control—From dash within easy reach of the driver.

Rear Axle

Type—Full-floating.

Brakes

Type—Two-shoe with vacuum booster.

Springs

Type—Semi-elliptic.
Front—Length 42 inches.
Rear—Length 62 inches.

Wheels and Tires

Wheels—Welded steel-spoke, one piece, demountable, diameter 18 inches.

Tires—Size $7\frac{1}{2}$ x 18 inches. (7.50 x 18).

Equipment

Hydraulic shock absorbers—Double-acting type, automatically adjusted for road and weather conditions.

Radiator shutters—Thermostatically controlled.

Windshield wiper operated at constant speed regardless of engine load due to vacuum booster in fuel pump.

We reserve the right to make changes, without notice, in prices, specifications, and equipment at any time without incurring any obligation.

Between You and Me and the Road

For tires to come between you and me and the road, air-cushioning us in comfort for thousands of trouble-less miles, about 580,000,000 pounds of new rubber are required annually. In previous articles we have dealt with foreign exploration for new sources of raw rubber and with the attempts being made to raise rubber commercially in this country. It may prove equally interesting to follow the rubber after it reaches the tire manufacturer.



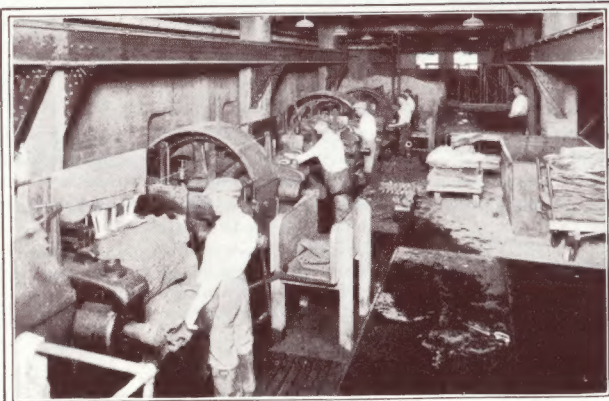
Showing the finished tire being taken from the steel curing mold. Curing takes place in a deep steel pit under great pressure

THE car owner expects the same perfection in tires that he expects in cars, but few tire users have any appreciation of the problems that have been solved by the tire manufacturer in order to make his product keep pace with the rapid improvement of the automobile.

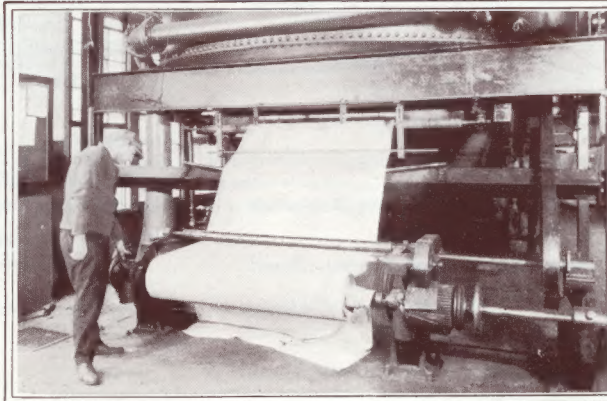
For example, if the tire manufacturer built a big, bulky high-pressure tire, he might possibly increase its longevity, but he decreased the comfort of the car owner and contributed to the early destruction of his car. The idea of building tires that would carry comparatively low pressure and yet stand up under hard use was easy to conceive, but difficult of execution. Low pressure in any tire means a relatively large area of contact; a large

area of contact means a greater flattening out, which in turn means flexing and working of the tire carcass, particularly the sidewall, a condition which, carried to an extreme, easily leads to premature failure in circumferential flexing breaks in the sidewall or tread or ply separation.

To emphasize the importance of flexing in tire construction problems, consider this: For every single revolution of the wheel, the tire carcass from bead to bead and completely around the circumference has to flex, so that if the tire is run soft, the degree of flexing is much more exaggerated than if it is run highly inflated. Next consider that a tire rendering 15,000 miles, revolves



The washing machines shown here consist of corrugated rolls, which mass and break up the rubber while under a steady stream of water. This carries out all foreign matter and impurities



Fabric is run through the special dipping solution, which saturates the fibres, strands and cords with rubber. It is then carried through a drier and automatically rolled for use

10,000,000 times. To give this mileage, every part of the carcass must flex 10,000,000 times and not fail. Manifestly, if a great many million flexures must be provided against without failure, the major problem has been to prevent excessive flexing and to introduce those qualities into the tire which will make the tire still more proof against flexing.

All tires are still made up almost entirely of rubber and cotton. What has the tire manufacturer learned in a comparatively brief space of time that has made it possible, using the same raw materials, to reduce the number of plies required from eighteen or twenty to four and the pressure from sixty pounds and up to twenty-five?

First, that bulky construction is not necessary to secure strength and long life in a tire.

Second, that increased flexibility enables the tire to yield to obstacles; minimizing abrasions, punctures and rut and curb wear, thereby prolonging its life.

Third, that the thinner and more flexible the sidewalls, the greater the proportion of the load that is carried by the air rather than by the sidewalls of the tire, with a consequent enhancement of riding comfort, greater traction and braking power.

To secure the additional flexibility and yet increase the strength of the tire has been a nice problem. It has been solved, generally speaking, by more thorough methods of cleaning and refining the raw materials; by the exercise of greater skill in the blending of chemicals and pigments to secure better rubber compounds; the use of cord fabric instead of square, coarse-woven cotton fabrics; the insulation of the fabric with a gum or latex solution of some kind and the cutting and placing together of the plies on a bias, and improved vulcanizing methods.

The quality of the raw rubber is fairly uniform; therefore, virtues the modern tire possesses that are directly traceable to the raw rubber are due to the care with which it is washed and purified rather than to any difference in its original form.

The fabric used for tire building today is made up of many threads of the finest grade long fibre cotton. These threads are twisted by machine into a hard, tough strand. The strands are then woven into sheets and put through a gum or latex solution which thor-

oughly saturates each and every thread. This operation is worthy of special emphasis, since it is accredited with so cushioning each thread of the fabric as to neutralize the destructive heat caused by the friction in the carcass of a tire when it is in use.

After the fabric has been put through the insulating material, it goes to the calendering machines. Here a thin skin of rubber is first put on to smooth out the cords and establish the proper thread spacing. The next two operations add another and heavier coat of rubber to each side of the fabric.

Further strength is now gained by cutting the fabric on a bias and placing two plies of the rubber-coated material together at an angle that secures somewhat the same effect as in laminating strips of wood.

All the materials for assembling complete tires, including the two-ply strips of rubberized fabric, the bead, chafer strip, cushion, breaker strip and tread, are now delivered to the tire-building machine operator, who first coats the core of his machine with a coat of rubber cement to keep the material from slipping and then stretches the first two plies over it.

As the machine revolves, the operator presses the plies to the core with a specially designed tool so as to insure a perfect fit without creases or air bubbles. These first two plies—which are wider than the others—are then lapped over the bead, which is first covered with a strip of pure gum. This gum strip eventually fuses with the material of the bead and the plies, forming a permanent binder.

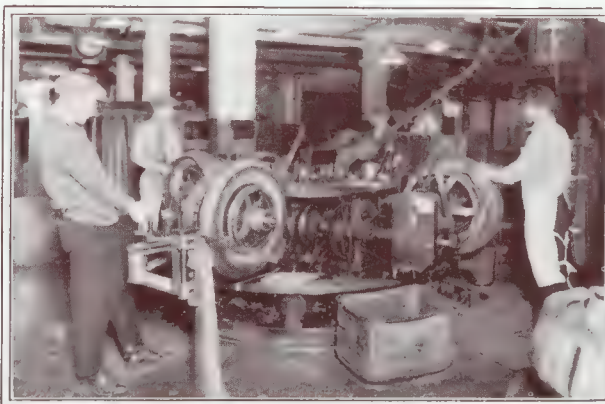
The other plies are put on in similar fashion, followed by the tread which consists of an outside of compounded rubber, a breaker strip of fabric and rubber, and a gum strip to bind the top ply and the breaker strip together in the same manner that the gum strip binds the bead and the first two plies.

The tires are now vulcanized. Air bags—looking like inner tubes, but of much heavier construction—are placed in the carcass and inflated. The expansion of these air bags under the intense heat of the vulcanizing pits insures an absolute uniformity of care.

Other operations such as trimming, washing and final inspection—necessary, but not particularly interesting—follow, and the tire is ready to be wrapped and shipped.



A "mill," consisting of two heavy, smooth surface rollers, compounds the rubber with certain pigments, according to formula. It generally takes thirty minutes to form a uniform mixture



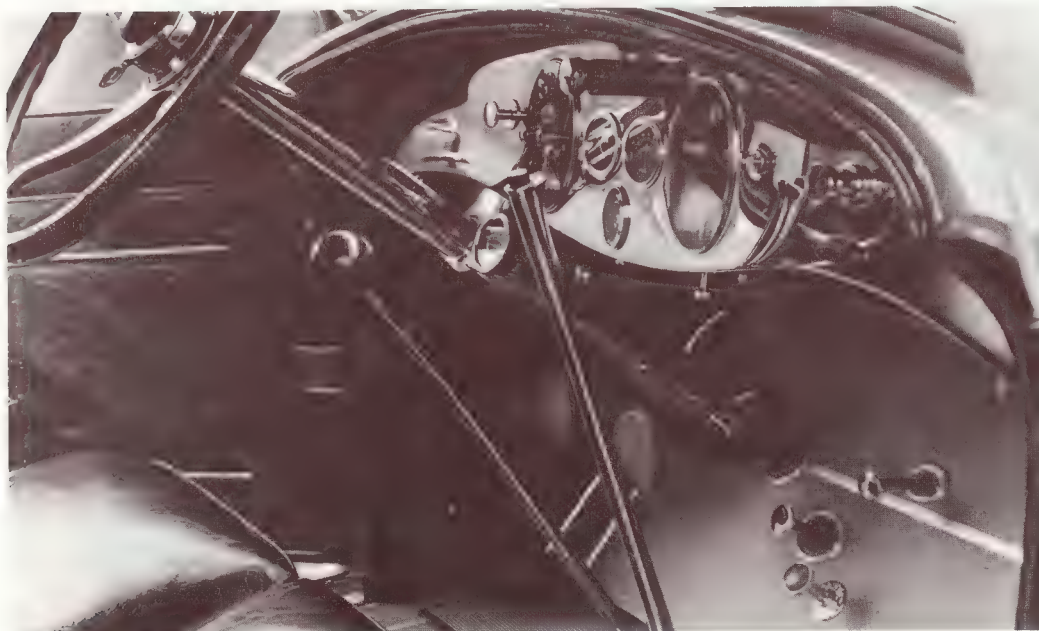
Showing the progressive method of building a tire by machine. Here the tire is built up by plies, reinforcing layers of fabric added, tread and side-walls applied, ready for curing



Sometimes it's fun to look back....

Seventeen years ago a group of Lincoln Owners' Club members went out to visit another Lincoln owner, a good friend and old car enthusiast Bill Harrah. The photo shows left to right Bill Harrah, Sig Stensland, Tom Powells, Ken Pearson, Grant Lamphin and Henry Harper. Andy Hotton is in front crouched down looking into a cutaway model "L" Lincoln engine. We flew out and back in Andy's plane. We made a number of other stops including Tom Powell's and Jack Passey's. Needless to say we had a wonderful time.

Your Editor



Except for the water temperature gage and cable, this is the way a Roadster or Phaeton dash looked in 1926.

(Ken Pearson's 1926 Locke Roadster)



The Market Place



All ads submitted for inclusion in "The Market Place" must be related to those Lincolns that fall within the framework of the L.O.C.

Parts Wanted

1929 Wanted for 1929 Limo 168B. Jump seats, rear seat complete, microphone for interior. Have following parts to trade,- 1925 handbook, gas gauge (rebuilt), thermostat (N.O.S.) cigar lighter (N.O.S.), priming cups (rechromed), oil cap, gas cap, hubcap, trouble-light, crank hole cover, vacuum tank, tri-lin door, water transfer pipes, plus many more useful bits and pieces. D.B.Brown, 10 Lancaster Gate, London, W23LH England

I would like to buy some green-brown or original Haarz cloth for a new top and side curtains. Del Beyer, 5646 Pleasant Hill Rd., Hartford, WI 53027 414-673-2561

For Sale

1936 [Two pair of '36 Lincoln tail lights bases for sale or trade. I have some usable parts for '32 to '39K that I may be able to help you with.

1932 or 34 only, I will trade a left hood door spring for a right side one. Del Beyer, 5646 Pleasant Hill Rd., Hartford, WI 53027 414-673-2561

1932 KB Lincoln Sedan, engine #KB1476 recent complete engine rebuild. Feature picture in Automobile Quarterly Volume 14, No.4, pages 378-379. Price \$32,000. George Corse, 222 Ridgewood Road, Media, PA 19063, 215-566-5042.

1922 [Lincoln rolling chassis S/N 4786. Engine in good shape. Car has full dash, fat man steering wheel. Very complete \$2,780.00.

1931 Spare tire bracket \$100.00.

1929 Transmission \$190.00.

1932 KA Spark plug wire looms complete \$160.00. William Mcbee, 2100 Hayden Bridge Rd., Springfield, Oregon 97477

For Sale Continued....

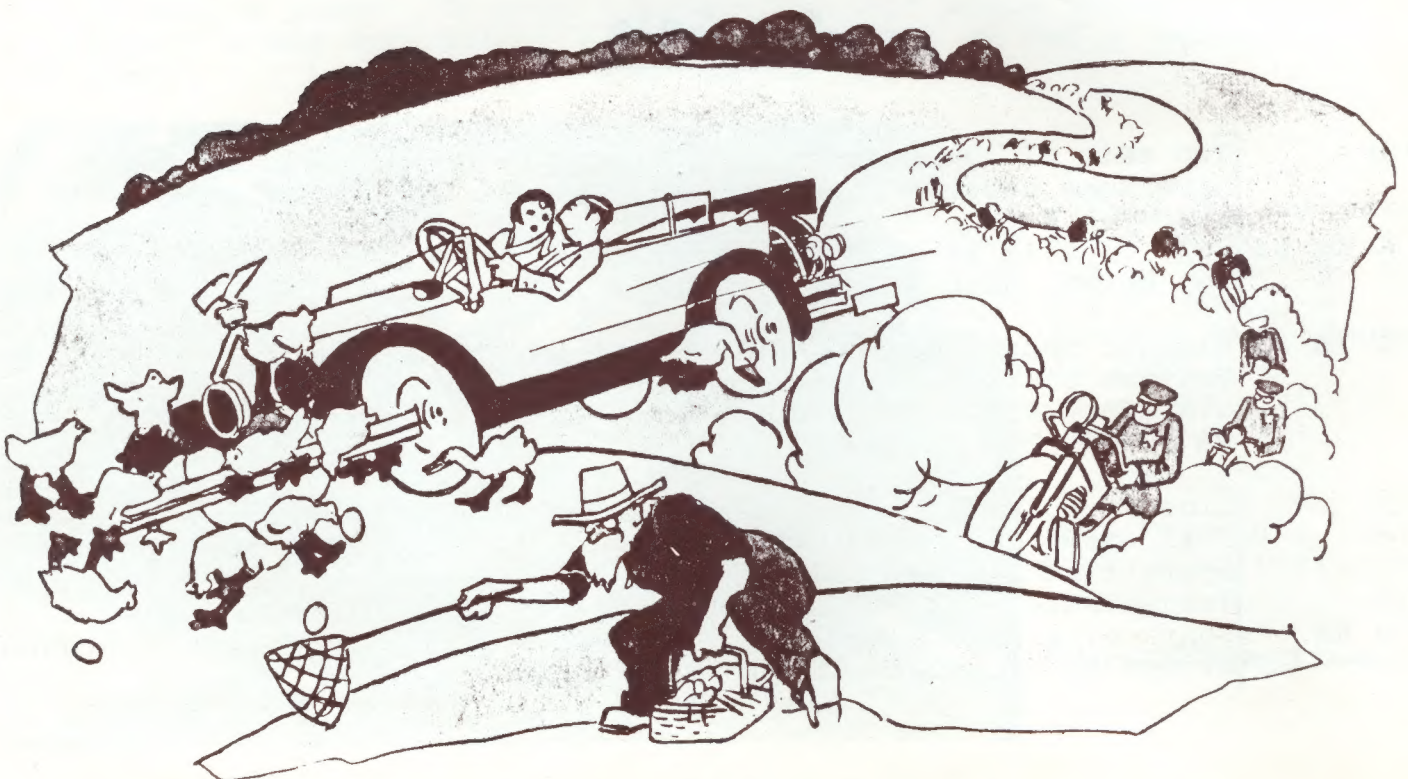
- 1930 L Model 168 A seven passenger sedan. Needs restoration, excellent body and fenders, roof wood and upholstery bad. \$4,500.00 Vince Oliviero, Box 80, McKinney Point Rd., Cape Elizabeth, Main 04107
- 1933 KB Lincoln 12 cyl. 7 Pass Sedan dual side mounts, trunk rack and complete trunk. Running gear restored, Body professionally painted and all chrome work rechromed. Original upholstery very good but cloth purchased for replacement. New tires. 85% assembled. Will run. Selling because owner deceased. \$18,500.00 serious contacts only. Phone days 614-439-1656. Evenings 614-872-3174 Ohio.
- 1956 Continental Mark II -White- Mileage 114,824 automatic transmission, power brakes, windows and steering. Appraised as Very Good condition (original) Shirley Bell 403-253-5050 Canada, Estate Sale \$12,000.00 Canadian or offers.
- 1966 Lincoln Convertible -Black White- Red leather interior 62,456 miles. All options but air and cruise. Appraised as original very good to excellent condition Estate Sale Shirley Bell, Canada 403-253-5050 \$10,800.00 Canadian or offers.

URGENTLY NEEDED:

ARTICLES OF ANY LENGTH 50 WORDS TO 25,000

WORDS ON ITEMS OF INTEREST TO THE MEMBERS.

THE EDITOR



LINCOLN OWNERS CLUB

1983

National Meet

TO BE HELD IN

PITTSBURGH, PENNSYLVANIA

Station Square

August 26, & 27th

Motel Accomodations

The Sheraton at Station Square

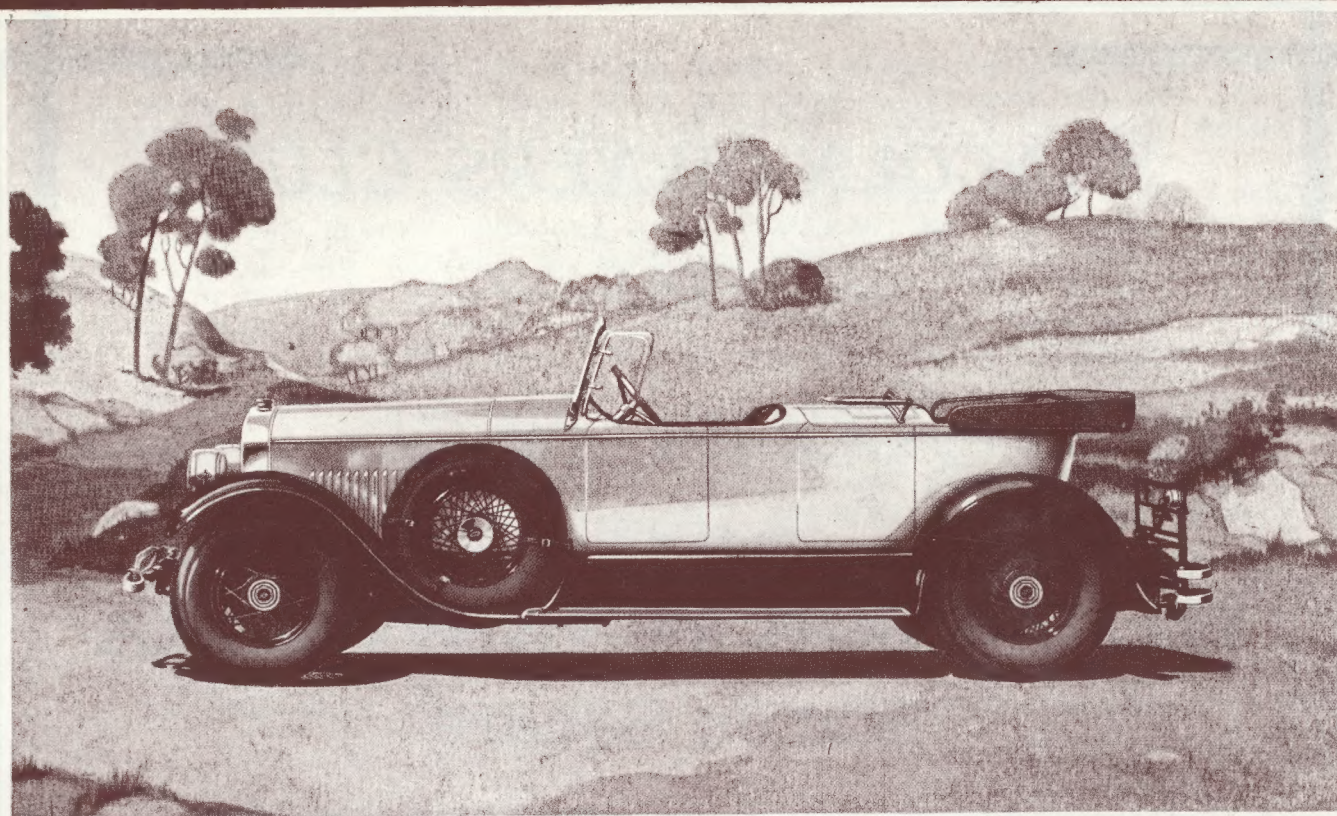
Carson & Smithfield St.

Pittsburgh, PA 15219

FOR ADDITIONAL INFORMATION ON 1983 L.O.C. MEET
PHONE OR WRITE:

KIM GOTTWALD
C/O WAUCONDA TOOL & ENGINEERING CO., INC.
821 W. CHICAGO ST.
ALGONQUIN, ILLINOIS 60102

312-658-4588
DAYS



A SPORT PHAETON

The Lincoln Sport Phaeton has a double cowl, dust apron and extra folding windshield for the tonneau. The one-man top is unlined, has mahogany bows and folds down very flat. Windshield frames are nickeled.

The Phaeton shown is finished in polished aluminum, with black lacquered fenders and underworks.

Equipment includes six wire wheels, balloon tires, a folding trunk rack, front bumper and rear fender guards.

